

NOTES ON WILD  
LIFE IN HONGKONG  
AND SOUTH CHINA.  
By the Rev. C. A.  
RUBENSON, M.A.  
To be had at the  
"China Mail" Office.  
Part I and Part II  
Price \$1.00

# The China Mail.

ESTABLISHED 1845

AGENTS  
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by the "China Mail" Office.  
J. A. TAYLOR & CO.  
SHEWAN, TOMES & CO.  
K. W. WATSON & CO.  
HONGKONG, CHINA.

No. 16,225.

號十月五年五十五百九千壹

HONGKONG, MONDAY, MAY 10 1915.

卯乙大歲年四國民華中

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Wine & Spirit Merchants  
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Agents for:  
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**MESSRS. JOHN DEWAR & SON'S**  
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**MESSRS. JOHN JEFFREY & CO'S.**  
PILSENER BEER.

### THE "CHINA MAIL"

#### NOTICE

Communications relating to news should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.  
All matter for publication should be written on one side of the paper only.  
Letters relating to business should be addressed to THE MANAGER.  
Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".  
The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.  
Postage is charged at the rate of fifty cents per month.  
Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 50 cts. per copy.  
Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.  
Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.  
Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.  
New Advertisements should be sent in before 2 p.m.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
Telegraphic Address: "MUTT" Hongkong. Code: A.B.C. 6th Edition.  
Telephone No. 22.  
THE CHINA MAIL, LIMITED

### Y.M.C.A. AT THE FRONT.

Mr. Oliver H. McCowan, from 75, Boulevard De Strasbourg, Havre, France, wrote recently "We have 23 Institutions built or building in the North of France at various points and several other centres going in halls and houses. We shall soon have 100 men. I wish you could see the way our places are packed night after night. There is often a crowd of a couple of hundred men waiting for the doors to open and often there are 'queues' of fully fifty yards long waiting for ten. On a recent occasion when a division had landed we were working continuously for three days and nights and some days after received a very cordial letter from the General Commanding, saying that officers and men would long remember the way the Y.M.C.A. had cared for them. Another thing that strikes me in the kindness of the men. They know and we know that within 48 hours some of them will be in the trenches and perhaps in eternity. There can be no beating about the bush under such circumstances. They expect many straight talking to and they get it. The business side of the Y.M.C.A. is becoming huge. At Havre we take for ten refreshments, etc. in pence—2180 a day, and have yet three huts to open. As many as four hundred cases of supplies are landed for us at a time and we have motor lorries and vans for collection and distribution to the various centres. At Rouen the problem is just as large. We are also getting a big demand for motor-tes which we have to use at advanced positions, so you see there is lots to think of. It was most amusing as our tents began to open to see the thousands of letters pouring into the General's Office. After cursing the Y.M.C.A. for being the poor overworked General to call us as Generals and authorised us to censor the letters written in our places."

### The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.  
**WATERBURY'S METABOLIZED GOD LIVER OIL COMPOUND**  
makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS.

Prices: \$1.25 and \$2.25

## BUSINESS NOTICES.

### STEAM OR MOTOR VESSELS

Forgings and Castings

at Lowest Rates.

PUMPS, INJECTORS, AND SUNDRIES

### W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.

#### NOTICE OF REMOVAL.

WE HAVE TO-DAY REMOVED our Office to the 2nd Floor of No. 14 Pedder Street, (Opposite Hongkong Hotel), PATELL & COMPANY.

Hongkong, May 10, 1915.

### THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings on SATURDAY the 22nd May, 1915 at 12 o'clock Noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st February, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.  
Agents.

Hongkong, May 4, 1915.

THE OCEAN MARINE INSURANCE COMPANY, LTD.

IN WHICH ARE LISTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st December, 1913, £23,622,183.

Authorized Capital £6,000,000  
Subscribed Capital £4,500,000  
Paid-up Capital £2,457,500

Fire Fund £1,889,114  
Life & Annuity Fund £18,138,169  
Sinking Fund Account £8,513

Revenue Fire Branch £2,567,158  
Life and Annuity Branches £1,973,269  
Revenue Marine Department £262,693  
Other Receipts £430,193

£5,233,912

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS

8.50 p.m. and 9 p.m., 9.50 p.m. to 11.00 p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY

7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 a.m. Every 15 minutes.  
12.00 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDER BORDEN, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

FRENCH LESSONS

G. MOUSSON,

15, Marignan Hill Road.

SIEN TING

Surgeon-Dentist

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation.

## HOTELS

### KINGSLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephonehouse in Bedrooms and Sitting-rooms throughout.

Telephone No. 1123.

Cable Address: "Sachols."

Hongkong, September 1, 1905.

### KING EDWARD HOTEL

Central Location.

All Electric Trains Pass Entrance. Electric Lifts, Fans and Lightings. European Baths and Sanitary Fittings. Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

Telegraphic Address: "VICTORIA." FRANK L. COOKE, Manager.

### CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON.

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Liqueurs, Crockery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT 800 STREET, CANTON and Nos. 237, 239, Des Voeux Road and No. 120, Connaught Road Central. Tel. No. 811. Hongkong.

### PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON, SHANGHAI AND HANKOW.

### SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL and HAIR WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig-Iron and Foundry Castings, General Storekeepers and Shipbuilders. Nos. 50 and 57, HING LOO STREET, (Old Street) west of Central Market. Telephone No. 515. Hongkong, September 4, 1915.

THE ALEXANDRA CAFE Cannot be beaten, if Equalled For Bread Cakes, Confectionery, Meals with Wines & Liqueurs.

## BUSINESS NOTICES.

### THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVAGE AND REPAIRERS, BOILERMAKERS, FORGE, MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Steel Work.

SHAVING DOCK 73' x 83' x 34' Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS (each vessel up to 3,000 tons displacement, providing conditions for painting ships with most efficient results)

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOO DOCK." Telephone No. 212.

The Best Meals in Hongkong

Either light or substantial

Available only at the

### ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65° The Coming Health Resort of the Far East

Eight Hours from Manila, Baguio Auto

Bracing Climate in the Fine Country or Northern Luzon

The "BAGUIO" is situated for location, cuisine, homelike atmosphere and modern up-to-date features

P-6 Up, Daily. P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENQUET COMMERCIAL CO., Proprietors.—Cable Address—"BECOME."

THE HONGKONG HOTEL

AND GRILL ROOM

J. H. TARGART, MANAGER.

### PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,100 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in 21 rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms.—From 25 per day Max.

Telegraph Add: "Peakful." P.O. PEUSTEP, Manager.

### GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residence and for Shipping particulars only.

For further particulars apply to: TELEPHONE 197. TELEGRAPHIC ADDRESS: "COMFORT."

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 373 lbs. net.

In Bags of 250 lbs. net.

### Shewan, Tomes & Co.

GENERAL MANAGERS.

### A PREVENTIVE OF MALARIA

### MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

### THE VICTORIA DISPENSARY.

32, Queen's Road Central.

### THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

### PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE. CABLE LAID 5" to 16" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1915.

### "MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 251.

### THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, Connaught Road Central, Hongkong. Telephone No. 452. Shipyard, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 8. Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

### Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa present on the market; it fully maintains its high reputation for food value and delicacy of flavour, and is second to none in any respect whatsoever. Medical Magazine, March, 1912

### CADBURY'S CHOCOLATES

In Tins and Fancy Boxes Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENGLAND

Hongkong, Dec. 17, 1907.



## INTIMATIONS

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES.  
SILVER CUPS, TEA SETS, CIGARETTE CASES.

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS. OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

No. 17 and 19, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c. ON FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, March 10, 1915. TEL. 141.THE KAILAN MINING  
ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for  
STEAM, RAISING, FORGING, STEEL MAKING, SHIPS' BUNKER, AND  
HOUSEHOLD PURPOSES.

## KAIPING COKE

Competes with the best quality English Coke for  
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

## FIREBRICKS

FIRECLAY,  
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG

TEL. ADDRESS: MAISHAN, HONGKONG.  
TELEPHONE: No. 869.

DODWELL &amp; CO, LTD, Agents.

## THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-  
TUSES, WINE LISTS, ETC., ETC. ETC

Obtain quotations from

THE CHINA MAIL OFFICE.  
Wyndham Street

European Supervision

Moderate Price

A Natural  
RemedyTime was when disease was thought to be due  
to the direct influence of evil spirits, and exorcism  
and magic were invoked to cast it out.Science has taught us wisdom. The evil  
spirits, exist still. We call them "Disease  
Germs," and they also must be cast out. Once  
lodged in the stomach or intestines, fever with  
its hallucinations, or biliousness with its aches  
and pains, is the result.ENO'S  
FRUIT SALTis the approved remedy for driving out disease  
germs. Its action is quick and thorough. It  
clears the intestines, rouses the torpid liver to new  
life, stimulates the mucous membrane to a healthy  
action, and cleanses and invigorates the whole  
digestive tract.It may be safely taken at any time by young  
or old.  
It is very effective in the early stage of Diarrhoea  
by removing the irritating cause.  
Be prepared for emergencies by always keeping  
a bottle in the house.

Prepared only by

E. O. ENO, LTD., 'FRUIT SALT' WORKS, LONDON, ENGLAND.  
SOLD BY CHEMISTS AND STORES EVERYWHERE.

## INTIMATIONS

MITSU BISHIGOSHI KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKEA  
SIMA, OCHI, MURABE, YO-  
SHINOTANI, KISHIDAKE, HOJO,  
KANADA, NIMAZUTA, SAYO,  
SHINNEW and KAMIYAMADA  
Collieries.AGENTS for SAKITO, & OUBARI  
COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,  
Wakamatsu, Otsu, Muroran,  
Hakodate, Kobe, Osaka, Kure,  
Tokyo, Yokohama, Nagoya,  
Teuruga, Shanghai, Hongkong,  
Hankow, PekingTEL. ADDRESS for above: "IWASAKI"  
Codes:—A1, ABC 5th Ed., Western Union.

## AGENCIES:

CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Maconduy &  
Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown,  
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,  
Manager,No. 2, FIDELITY STREET,  
HONGKONG. 815

## UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND  
JUNIOR LOCAL EXAMINATIONS.NOTICE IS HEREBY GIVEN that  
the MATRICULATION, SENIOR  
AND JUNIOR LOCAL EXAMINA-  
TIONS will be held on the following  
dates:—

July 15th — 17th, 1915.

Arrangements will be made to hold the  
Examinations at any town where a sufficient  
number of candidates offer themselves.  
Candidates must send in their names to the  
Registrar, with the fee, not later than  
June 1st, 1915.Examination Fee: \$10.00 (Hongkong  
Currency).Forms of Entry and all particulars may  
be obtained on application to the  
REGISTRAR, UNIVERSITY, HONG-  
KONG.Two King Edward VII Scholarships of  
£40 a year each, for 5 years, will be  
awarded on the results of the MATRI-  
CULATION Examination.These Scholarships are tenable by British  
subjects only who must be under the age  
of 24 on the 1st July. A Candidate who  
wishes to compete must, on or before the  
first day of the Examinations, deliver to  
the Registrar proof that he is a British  
subject.One Scholarship will be tenable in the  
Faculty of Arts, the other in any Faculty.  
Hongkong, May 6, 1915. 497

## NOTICE.

We are prepared to deliver our  
MILK & BUTTER  
at any address in the City, East and  
West Point, Quarry Bay, Kowloon  
and Canton.

## TWICE DAILY

Orders for Milk and all Dairy  
Produce can be registered at our  
Town Depot or at our branches at  
the Peak, Quarry Bay, Kowloon  
and Canton.

THE DAIRY FARM CO., LTD.

## JAPANESE MAKERS.

Every kind of Footwear

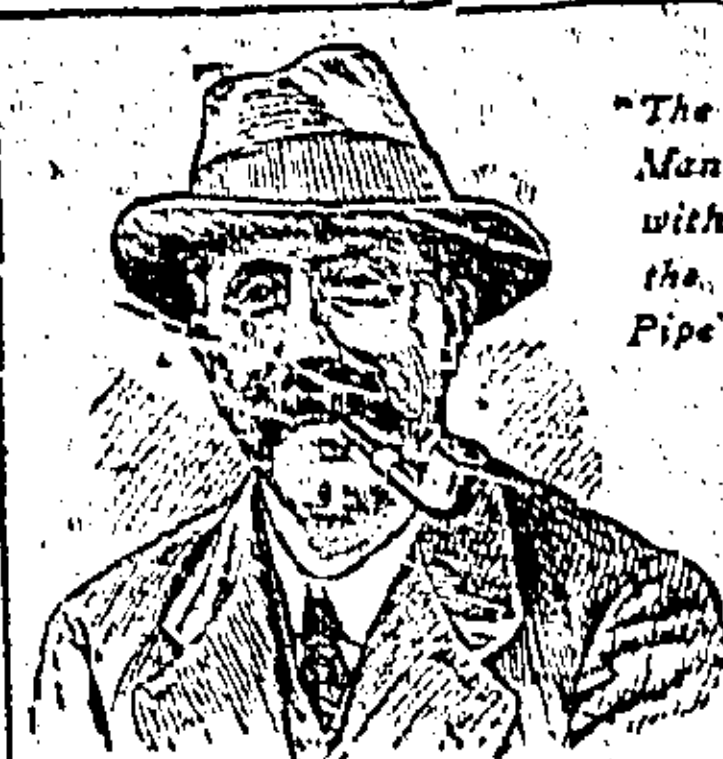
MADE  
TO  
ORDER

CHERRY &amp; CO.,

PEDDER STREET,  
Opposite Hongkong Hotel.

Telephone No. 41.

Hongkong, March 20, 1914.

If you happen to be late your meals will  
be sent to you and promptly served  
at the same. Only at the ALEXAN-  
DRA CAFE."The  
Man  
with  
the  
Pipe"

## E. RAY

THE OPEN GOLF  
CHAMPION, writes:58, LOWER BRIDGE ROAD,  
QUEEN WATSON, HONG  
KONG.

July 24th, 1912.

Messrs. F. & J. Smith,  
Dear Sirs,I might say that I have  
been a regular smoker of your  
Glasgow Mixture for the  
last twelve years, and I might  
also say that I cannot find  
any tobacco to suit me like it. In my opinion if Golf Players would  
smoke your famous Glasgow Mixture they would find it very soothing  
to the Nerves, as I am sure I do when having to play strenuous Golf  
matches such as the Open Championship, etc. Yours truly, E. RAY.SMITH'S  
GLASGOW  
MIXTURE  
SOLD EVERYWHERE

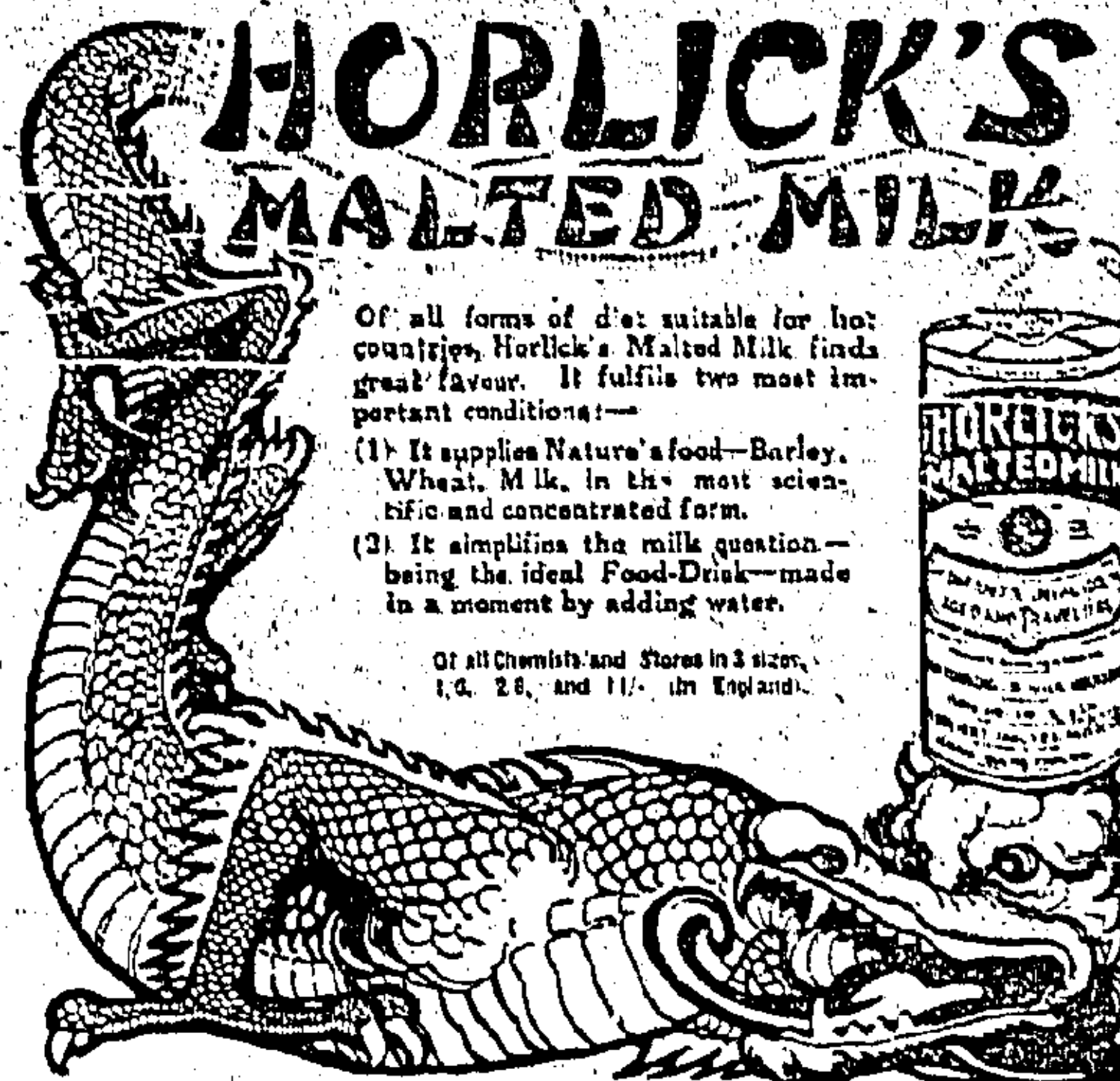
## THE ENGINEER'S WAR.

[As a leading article the London  
Daily Telegraph has the following  
in its issue of April 7.]Lord Kitchener, it is announced this  
morning, has appointed a Committee "to  
take the necessary steps to provide such  
additional labour as may be required to  
secure that the supply of munitions of  
war shall be sufficient to meet all re-  
quirements." This action calls for only  
one criticism: its necessity should have  
been foreseen six or seven months ago.No one with any appreciation of the  
extent of the preparations for war made  
in advance by our enemies, of the char-  
acter of their forces and their equipment  
and resources, and of the subordination  
of every interest—social, economic, and in  
general—in these two countries, and in  
Germany in particular, to the realisation  
of all industry in a war footing, can  
have failed to realise that, sooner or  
later, we should be confronted with a  
labour problem. We had in large mea-  
sure to improvise in order to meet a  
situation which our enemies had fore-  
seen, and for which they had prepared  
years in advance. The impression that  
the war was to be won merely by en-  
listing new armies and training them  
was dangerous. None too soon the  
awakening came. We have enormously  
increased our output of munitions of  
war, but the limit of our steel has not  
been reached. Men were mustered,  
shoes and all, to champion our cause  
in the teeth of our foes; but men we  
must also have in shipyards, factories,  
and workshops, to provide the very  
guns of war. We may, however, be  
thankful that further measures are being  
devised to store up the labour crisis  
which has for some time been threaten-  
ing us. The official invitation to ac-  
cumulations intended for the Com-  
mittee to Mr. George M. Booth is of  
interest. It is suggestive of the new re-  
gime which is being inaugurated. The  
War Office admits its need of business  
men—men trained to deal with commer-  
cial and labour problems. The son of  
the Right Hon. Charles Booth, well  
known both as a business man and as  
a sociologist, the new organizer for pro-  
ducing war munitions is one of the  
youngest of our captains of finance and  
industry, and he has shown that he pos-  
sesses no mean ability.In spite of the drain of recruiting,  
there is no reason to believe that there  
is any serious shortage of labour in this  
country, great as is the pressure of work  
for the Government. It is a fact that  
many men who might be doing better  
service in overalls have been put into  
khaki; some of them have been released  
with the full approval of the War Office,  
and it may be that others will have to  
be withdrawn. The difficulty in the in-  
dustrial world can, we believe, be re-  
adily surmounted. It is a matter of  
coordination than of scarcity. Some  
trades have been depressed by the war,  
and are slack; other trades are busier  
than they have ever been before. All  
the firms in any way connected with en-  
gineering are working at full pressure,  
and it is said that there is an apparent  
shortage of 30,000 men. We say ap-  
parent, shortage, advisedly. It may be  
easily anticipated that such a Com-  
mittee as Lord Kitchener has appointed  
will discover that outside those allied  
trades are many workers—more or less  
skilled and also not fully occupied—who  
are unaware that their services are re-  
quired in other directions. Then, again,  
there is a vast reserve of female  
labour. Many tasks which in ordinary  
times fall to men can, in an emergency,  
be undertaken by women. It may, or  
may not, be a desirable development;  
time does not permit of the matter being  
considered in the industrial or ethical  
aspects. What is apparent is that an  
emergency is upon us. We are engaged  
in a struggle which, as the Chancellor  
of the Exchequer told us the other day,  
is "an engineer's war," and it neces-  
sarily, women must qualify to perform  
the less skilled work, even in workshops.  
For months to come the War Office—  
and in some measure the Admiralty—will be crying to the nation, "Give the  
armed forces the wherewithal to over-  
come the enemy—food, guns, rifles,  
ammunition, and everything that goes  
to the prosecution of a victorious war."  
There must be no doubt as to the re-  
sponse. We are "up against a propo-  
sition," as the Americans would say,  
which will put to a supreme test not  
only our fighting qualities, but our man-  
ufacturing resources. Mr. George Booth  
will receive the cordial and unstinted  
co-operation of all who are in a position  
to help him and his colleagues in organ-  
izing and co-ordinating our labour re-  
sources.

## THE KIEL CANAL.

Russian Engineer Describes  
Weak Points.

DANGEROUS BRIDGES.

So much has been written and spoken  
about the importance of the Kiel Canal,  
and the general public become so  
acquainted with the total impossibility of  
an attack against it, that the recent  
declarations by Professor L. P. Shishko,  
one of Russia's greatest engineering  
authorities, and a man who had the  
opportunity of examining the construction  
and defence of the canal at first hand  
only last year, have created a sensation.  
Thoroughly understanding the strategic  
importance of the canal, he says, the Ger-  
mans guard it as a sacred mystery every-  
thing pertaining to it. Since 1904 no  
book or article dealing with the Kiel Canal  
has appeared in the military literature.  
But, thanks to a lucky chance, I had the  
opportunity of examining thoroughly both  
the canal and its outer buildings in 1914,  
although under peculiar conditions, for I  
was not permitted to have pen or pencil  
with me, nor a camera. Only in the evening,  
having returned to my hotel, was I able to  
register my impressions and make some  
drawings from memory.The construction of the Kiel Canal was  
really begun in the eighteenth century.  
In 1785 the Elder Canal, which joined the  
River Elbe with the port of Kiel, was  
finished. This canal was but 7.5 metres in  
width, and but 3 metres deep, and was  
intended for ships of commerce only. The  
work on the present Kiel Canal was com-  
menced in 1858, and finished in 1894. The  
cost reached a total of 187 million marks,  
and as a result there was a canal 22 metres  
wide, and 91 metres deep. The canal starts  
at the mouth of the River Elbe, near the  
city of Brunabüttel, and ends near the  
town of Chotzenau. At both ends there is  
a double system of locks.In 1912 the German Government com-  
menced the work of still further widening  
the canal, and this work was not finished  
at the time of my visit, that is, about six  
months before the outbreak of the war. As  
the canal was intended for the use of the  
largest ships of the German navy, its  
width was brought to 44 metres, and its  
depth to 11 metres.The change in the canal's dimensions was  
brought to such an extent that no time  
was allowed for a corresponding change in  
its defences, particularly so in the bridges,  
and in consequence the latter, deprived of  
their supports, began to show a very  
noticeable settling down. The measures  
taken by the engineers to counteract this  
proved of no avail, as I saw in examining  
the bridge near Lauenburg, where the  
slaky condition of the bridge menaced the  
navigation in the canal.The possibility of this bridge giving way  
suddenly is so evident that in my opinion  
the Germans will not risk placing theirTHE ONLY EXCLUSIVE  
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Brass and Brass-mounted Bedsteads,

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Open Till Midnight.

## THE GERMAN PEOPLE DECEIVED REGARDING FOOD SUPPLY.

BERLIN LAWYER INTERVIEWED.

IN NORTHERN FRANCE.

At the hospital here, writes a correspondent of the "New York Herald," I had a talk with a wounded Berlin lawyer of some distinction. He had been promoted from his office to the ranks, went through the fighting lines and has received a single ticket to London, all in six short weeks.

He lost his left arm at Bethune, and when I saw him he held in his solitary hand a copy of the Daily Express and other less important London papers, so I said, "I see you read our journals."

"Oh, yes," he answered. "It is as I predicted. We shall have a bread famine in our country. It means great suffering."

"Have you not good bread in Germany?" I asked.

"No; it was bad enough when I was there, but now it is worse."

"But how did it happen that when you were so perfectly equipped in all else the very staff of life was neglected?"

"Without answering me directly he asked, 'Do you have white bread in England?'"

"Did you say bread or people?" I ventured.

"Why, do you say that?" he asked.

"Because," I answered, "your Berlin papers say that we have black, red, yellow and even spotted soldiers in our ranks, but I can assure you we have white bread."

"We have—but little," he went on. "Before last harvest our government circulated a report that our harvest would be the greatest ever known, and, as a fact, it was the poorest."

"Knowing war was at hand, the government—I and all my family are socialists—without consultation or sanction secretly sent emissaries through the Americas to purchase all available cereals. This was during June and July last, and even after an endless line of lighters filled with grain began chugging the Rhine-ford canals of Germany from all the western ports the farmers, believing there was a surplus, forced their stock by overfeeding and grain was lavishly used in many ways."

"The government was morally afraid to undecieve the people before the war repositories were filled, and so the farmers went on feeding. Before even a quarter of the grain had been delivered from abroad war was precipitated—two months too soon."

"The Emperor could not, as a sane man, allow to pass an opportunity he had been praying for, because our socialist party was daily growing stronger and pressing hard to reduce taxation, which would have meant a reduction in the army, and that would have provoked a civil war. So the cyclone of war was sudden, and it is being ridden to end."

"But how can bread?" I inquired.

"Be more a question of the day than ammunition?"

"Because," he said, "not one-fourth of the cereals bought was ever delivered, and since the war began England's fleet saw that it should not arrive. When the harvest he was laid bare we began to retrench, but it was too late. Now, naturally, the German army's upkeep is considered before the people's, and even the most refined families are forced to eat a class of bread at which the stomach not only rebels but after a while rejects."

"Since being in the hospital here I have read the English papers, and I find that this blockade comes as a despairing protest against the outrage England is committing. Wait another month or two and there will come a cry from every mouth from the finest mansion in Berlin to the lowest tenement in the Essen coalfields—a cry for bread."

1915 HARVEST TO BE LIGHT.

"If we could but expect a crushing harvest it would help a little, but we men can raise beet, not cereals, and from the prisoners we have no work there can be but a half-hearted result. In the mean time the supply is dwindling, and for an army like ours bread is as necessary as powder."

"But you have a few million horses yet to cut," I said.

"You cannot cut the cake and have it," he replied. "We need all the horses for the war."

"You mentioned powder a moment ago," I said. "Will you have a powder famine, too? Do you and other great experts say that if the war continues to expend powder at the present rate the powder famine will come first?"

"We do not need meat, iron, iron or even copper, and we will not be stopped for either; powder is another question. If England's fleet and her domination over the smaller countries starves us out of everything we cannot fight on."

"I am surprised that you should acknowledge such a possibility," I observed.

"Don't be," said. "My father spent his life, as I have mine, battling for socialism against this militarism, which may reduce our country to begin again on the foundation we have been fighting for."

"It was not until I saw Germany from the outside that I realized the united and almost invincible strength against her, and although it was against my principles I fought for the Fatherland—and now?"

Then he silently walked away.

## BY TELEGRAPH. THE WAR.

### THE LUSITANIA DISASTER.

TOTAL DEAD AND MISSING 1457.

PROMINENT PERSONS DROWNED.

(CONTINUED FROM PAGE 5.)

(Reuter's Service to the China Mail.)

LUSITANIA NOT ARMED.

London, May 8, 3.5 p.m.

The Admiralty announce that the newspaper report that the Lusitania was armed is wholly false.

A further forty-five survivors have arrived at Queenstown, making the dead and missing total 1457.

FEARS REGARDING WELL-KNOWN AMERICANS.

3.30 p.m.

The gravest fears are held regarding the fate of the distinguished Americans Messrs Vanderbilt and Pearson, millionaires, Messrs. Forman and Hubbard, authors, Mr. Charles Frohman, the well-known theatrical manager, and Mr. Stone, publisher.

LESS THAN 600 SAVED.

London, May 9, 10 a.m.

Though the precise figures hitherto were unavailable, it is now certain that less than six hundred have been saved from the Lusitania. It is reported that the millionaire A. Vanderbilt has been drowned. Other prominent persons aboard included Charles Frohman, the impresario; Foster Stockhouse, the explorer; Herbert Stone, son of the manager of the Associated Press; D. A. Thomas, a Welsh owner. The survivors state that many passengers were killed and injured by the torpedoes.

658 SAVED OUT OF 2,160.

The Press Bureau announces that altogether there are 658 survivors of which forty-five bodies have landed out of a total of 2160.

It is unofficially reported that twenty-two died at Queenstown after having been landed.

Most of the officers perished except Captain Turner.

THE PASSENGERS.

London, May 7, 8.30 p.m.

The Cunard Company have great hopes that many lives will be saved. The Lusitania's passengers comprised 299 first class, 632 second class and 361 third class. The crew numbered 665.

ASSISTANCE SENT.

The Admiral at Queenstown immediately sent assistance to the Lusitania, despatching four vessels, five trawlers, a tug, and a lifeboat.

It is known that the liner had her lifeboats hanging over the side.

SINKS IN TWENTY-ONE MINUTES.

London, May 7, 9.20 p.m.

The Lusitania was seen to be in difficulties at 2.12 p.m., and she disappeared at 2.33. Twenty of her boats were seen on the spot, also sixteen other boats.

The liner sent a wireless message, "Come immediately, big list."

London, May 7, 11.15 a.m.

The Lusitania has been sunk without warning. A number of her boats are now making for the coast.

The Admiralty have received advice from Queenstown that between five and six hundred of the survivors of the Lusitania have been landed, many of whom have been sent to the hospitals. Several have died.

A number of the passengers have been landed at Kinsale.

The Admiralty announce that only 11 survivors of the Lusitania were landed at Kinsale.

SUBMARINE HALF A MILE DISTANT.

Some of the passengers, who were on deck, saw the submarine some half a mile away fire two torpedoes.

PATHEPIC SCENES.

Pathetic scenes took place at the Cunard offices when the relatives and friends realised that 1,502 persons were dead or missing.

THE FEELING IN FRANCE.

France is overcome with anger at such a colossal murder, and neutral countries are horrified at the outrage and say that it will cost Germany dear.

A telegram from Washington states that opinion in official circles today is that the position is extremely grave.

STORY OF THE DISASTER.

Mr. Cowper, a Toronto journalist, interviewed at Queenstown, said that a sharp lookout was being kept as the vessel was approaching Ireland. He was chatting with a friend about 2 o'clock when they just caught a glimpse of the conning tower of a submarine 1,000 yards distant. He remarked the circumstance to a friend when he saw the track of a torpedo.

The Lusitania was struck forward. There was a loud explosion and portions of the splintered hull flew into the air. Shortly afterwards another torpedo struck the Lusitania, which began to list to starboard.

The crew immediately proceeded to get the passengers into boats. Everything was orderly. A six year old girl appealed to Mr. Cowper to save her. He put her into a boat. He fears that her parents were lost.

Mr. Cowper got into the last boat for home.

Boats could not be launched owing to the list and had to be cut away as the vessel was sinking. There were many women in the second class and about 40 children under a year old.

LITTLE HOPE OF FURTHER SURVIVORS.

The Admiralty state that the number of survivors already given is approximately correct, and that there is little hope of there being further survivors.

U.S. GOVERNMENT ASKS GERMANY FOR INFORMATION.

London, May 6.

The Government, says Reuter's Washington correspondent, is requesting the Ambassador at Berlin to ask Germany for a report on the facts of the sinking of the "Lusitania."

Despite the President's appeal for calmness, officials are privately of opinion that the situation is very grave.

## BY TELEGRAPH.

THE LOSS OF THE LUSITANIA.

"EVERLASTING INFAMY."

London, May 9.

Telegrams from all parts of the world brand the sinking of the "Lusitania" as an everlasting infamy.

The American Press is particularly scathing in its comments. It says Germany ought not to be left for another moment in doubt as to how civilization regards wholesale murder.

The Italian newspapers characterize the sinking of the ship as the most atrocious episode of the war.

An Ottawa telegram says that Mr. Foster, the sitting Premier, has declared that the sinking of the vessel stamps Germany as an outlaw among nations.

ON THE WESTERN FRONT.

VIOLENT GERMAN ATTACK NEAR YPRES.

London, May 9.

Field Marshal Sir John French communicates that fighting has continued in south-west Ypres without any material change being effected. We recovered a trench lost the day before.

The enemy have started a violent attack between Ypres and Poet Capelle and Ypres and Menin, which was preceded by a heavy bombardment. Fighting continues, and counterattacks are proceeding.

BRITISH COASTER SUNK.

London, May 9.

The German submarine U-39 sank the Truro, a small vessel belonging to the Wilson Line, off the Scottish coast. The crew were saved.

A GERMAN REPORT.

London, May 9.

A Berlin communique claims that the Germans have occupied Lithuan.

ON THE WEST FRONT.

GERMAN ATTACKS REPULSED.

London, May 8, 1.35 a.m.

An evening communique reports that two minor German attacks on Thursday night in West Peronne and Beaunejour, Champagne, were repulsed with a fusillade and the bayonet.

Bad weather prevented any action this morning. There was merely an artillery duel in the afternoon, that was particularly violent along the heights of the Meuse.

ITALY ABOUT TO ENTER THE WAR.

London, May 7, 5.00 p.m.

Reuter's correspondent reports that there are numerous indications of most important events impending. A large number of passenger trains on the main lines have been suspended, and the exodus of Germans being upon official instructions continues. The German school has been closed suddenly.

It is officially announced in Vienna that Count Goluchowsky has abandoned his projected visit to Italy. The language of the German Press is most pessimistic. The *Kreuz Zeitung* says: "We know how big a flood of Germanophobia has risen in Italy. The Italian Socialists inform us that they are powerless to do anything against the demand for war. The Government, apparently, does not feel able to master the popular current, and the moment has nearly arrived when the movement will overflow."

INCREASED ARRIVALS AND SAILINGS IN BRITISH PORTS.

London, May 9.

The Admiralty announce that German submarines sank during the week ending May 5th five British merchantmen having a total tonnage of 11,000 tons, and sixteen fishing vessels aggregating 3,000 tons. The arrivals and sailings from British ports totalled 1,304.

BRITISH REPULSE VIOLENT ATTACKS.

Germany's Heavy Losses.

London, May 8.

A Paris communique says:—

The Germans violently attacked the British near St. Julien. They were repulsed, suffering heavy losses. The British retook more trenches on Hill 60.

ARTILLERY DUELS.

London, May 9.

The Paris evening communique reports artillery duels on the whole front. A French battalion rushed a strong German work west of Lens.

Three German attacks at Bois-le-Petre were abruptly stopped. The French have progressed nearly a kilometre on the right bank of the Foch, in the direction of Metz.

A REMARKABLE DUTCH DECLARATION.

London, May 8.

Reuter's Amsterdam correspondent states that the well-known journal *Algemeen Handelsblad*, in a remarkable leading article, emphasises the dangers to the Netherlands from a victorious Germany. It says that it would mean that Dutch independence had ended.

"We must unceasingly remind the Dutch people," says the journal, "that Germany desires a place in the North Sea." The paper bitterly complains of the neutrality of Holland, and declares it is an aim in itself regardless of independence. The victory of the Allies alone is the best guarantee for Dutch independence.

The *Telegraph* demands a strong Holland armed to the teeth and ready to suffer the worst for her honour and dignity.

BRITISH DESTROYER STRIKES A MINE.

London, May 9.

The Admiralty







## BY TELEGRAPH.

## RUSSIANS SINK SIX TURKISH TRANSPORTS.

London, May 9, 8 p.m.  
Reuter's Athens correspondent reports that the Russians have sunk six Turkish transports outside the Bosphorus, and two in the Sea of Marmora, by unknown means. Part of the Turkish army at Adrianople has gone to Mida.

## GERMANY'S SAVAGERY MUST BE CRUSHED.

London, May 9, 6 p.m.  
Eye-Witness at Headquarters describes the German attack on Hill 60, which was made under cover of a cloud of gas, ejected suddenly at great pressure, which instantly travelled a considerable distance, although the wind was light. The British forced the Germans to evacuate the trenches, but the artillery caught the retreating Germans and checked them for a time. A British counter-attack regained most of the positions by nightfall, and an attack made at midnight regained everything. The Germans, however, again used gas, and took the crest of the hill. Northward of Ypres the enemy made two attacks, one with gas, but both were repulsed with heavy losses. The short-range fire of the British artillery proving most effective, two further attacks with gas failed. Eye-Witness urges Britons to realize that the Germans fight with incredible savagery. He says the British saved the life of a Prussian officer, even in the heat of the charge. While he was being escorted to the rear he saw two British soldiers in the death agony of the poisonous gas, stopped, laughing and pointing to them said "What do you think of that?" Captured Prussian guardsmen also behaved with the ferocity of beasts. Eye-Witness concludes: Germany has opened a new phase of the war. Her savagery must be crushed. It is now the struggle of civilization against barbarism.

## BRITISH MILITARY HONOURS.

London, May 9, 8 p.m.  
The London Gazette today announces the awarding of ten Distinguished Service Orders and eight Military Crosses.

## LIBAU BOMBARDED.

London, May 9, 8 p.m.  
A Russian communiqué does not mention the capture of Libau, but says that a German squadron bombarded the town. A German destroyer was sunk by a mine.

## ZEPPELIN DAMAGED BY A BRITISH SUBMARINE.

London, May 9, 8 p.m.  
With reference to the statement that a Zeppelin sank a British submarine the Admiralty states that the latter returned uninjured, but that it damaged and drove off the Zeppelin.

## SPLENDID WORK BY THE BRITISH TROOPS.

London, May 9, 3 p.m.  
Eye-Witness praises the success with which the British have been straightened in the neighbourhood of Ypres, and says the excellence of the organisation and discipline can be appreciated when it is remembered that it entailed the retirement of all the troops in a front of eight miles. The operation was carried out in pitch darkness in absolute silence. Every unit had to march in its exact place on an exact route in exact time. The Germans did not attempt to interfere. Everything, artillery, infantry and transport, was withdrawn without a hitch and without loss. Eye-Witness declares that the ground given up was a source of weakness, but the names of the German divisions and regiments will be famous in history, because it was here the German doctrine was defeated in November and the Prussian Guard broken. He hopes that the British action will support the forces in the field that these places will not remain long in the enemy's possession, and concludes: "The sight of comrades crawling in agony from the gas, mounting for water, and dying in their tracks like poisoned men has aroused the feelings of the troops, and it is hoped, throughout the Empire, which will not allow us to rest until we have exacted full retribution from those responsible for these horrors."

## SUBSTANTIAL ADVANCE OF THE ALLIES IN FRANCE.

London, May 10, 2.10 a.m.  
The Paris evening communiqué states: The German attack between Neuport and the Sea was repulsed with heavy loss. The British gained ground in the region of Frenelles. We made considerable progress to the north of Arras in the direction of Loos, south of Cambrai. We captured in the latter region two—sometimes three—lines of strongly fortified trenches on a front of seven kilometres. We captured the village of Targués and half of the village of Neuville St. Vaast, our advance on certain points being four kilometres deep and we took over 2,000 prisoners and six guns.

(CONTINUED ON PAGE 3.)

## SAFETY AT SEA.

## Guidance for Passengers in Case of Disaster.

In a letter to The Times, dated 21.3.15, Lord Balfour of Burghley, at St. Mary March 19, Lord Balfour and Lieutenant Colonel S. B. Timson called attention to the need for simple standard instructions for the guidance of seagoing passengers in case of disaster at sea. The letter said:—  
The British Board of Trade regulations prescribe with exactitude the number of passengers which seagoing ships may carry, and that life-belts and boat accommodation sufficient for the entire complement of passengers and crew shall be provided and kept in readiness. Also from time to time during a voyage, the crew are required to go through their emergency drill, so that every man shall know his place and duties, in case of emergency.  
There seems, however, to have been no thought taken for explanation to the passengers as to what they should do in case of mishap and taking to the boats. Conversations with fellow-passengers on this point have revealed the fact that the only definite idea prevailing amongst them as to what they should do was "women and children first." But as to the rest, not one passenger had any certain notion as to the right thing to do. One said, go to the ladder; another, make for the boat deck; another, get into the boat as best one can after it has been lowered to the water. Only a very few of the oldest voyagers knew how to get into a life-jacket. Such a state of things surely points to the need for some simple standard instructions for the guidance of all passengers in case of a disaster. Such knowledge highly trained

given beforehand must help to the avoidance of panic and the saving of life.

Mr. Owen Phillips, chairman of the Union-Castle Line, replies as follows:—

Every effort has been made, not only to ensure the safety of passengers by the Union-Castle Line through the ample provision of life-jackets and other life-saving appliances, but also to afford to them the best possible means of instruction as to the mode of adjusting their life-jackets in any time of emergency. Life-jackets are placed in the cabins of all first and second class passengers together with handbooks illustrating the best method of wearing the life-jacket. They are also supplied to third-class passengers and the crew, and large photographs are exhibited in the third-class compartment ways illustrating the mode of adjusting the life-jacket for men, women, and children respectively.

With the object of familiarizing passengers in the use of the life-jackets, special demonstrations are given during the voyage under the supervision of officers of the ship, and passengers are notified of the times fixed for these demonstrations.

As to the further question of boat drill and the advisability of passengers being told in advance what they should do in the event of accident or emergency, I would venture, with all deference, to your widely-travelled correspondence, to say that such a suggestion opens up a problem attended with many difficulties, if not positive objections. The nature of any possible emergency cannot be foreseen, and theoretical instructions as to positions to be taken or other details, might defeat the very object of saving life. Everything, in this matter must depend upon the discipline and movements of the crew, and in this respect, as well as in boat practice, the seamen of the Union-Castle line are in the best of training.

## BY TELEGRAPH.

## JAPAN AND CHINA.

## HOW THE ULTIMATUM WAS RECEIVED.

(From Our Own Correspondent.)

SINGAPORE, May 10, 11.35 a.m.  
The acceptance of the ultimatum was received calmly. The British Press expresses satisfaction and congratulates China and Japan. The Chinese Press blame the weakness of the Government.  
The Patriotic Society distributed thousands of flags and is calling for subscriptions for the fund to bring about the "Salvation of the Country."

## ULTIMATUM ACCEPTED.

(From Our Own Correspondent.)

SHANGHAI, May 9, 12.3 p.m.  
China has accepted Japan's ultimatum.

## THE SHANGHAI RACES.

## THE FIRST DAY.

The "N.C. Daily News" in their account of the recent Shanghai Races says of the first day:—It was an ideal day for racing. The course was fast, and in the early morning the wind was in a southerly direction, afterwards coming to west and north and finally returning to the south to give what little help it could for the finishing quarter mile. It was expected that records might be broken, but this did not prove to be the case, the nearest approach being the long-distance race—the Kiangsu Cup—in which Marengo took a record longer than Layard's and Resolute's records. There were some very closely contested finishes, more particularly in the first eight races.

In the race for the Jockey Cup Sir Nigel and Moratorium ran a dead heat, but on account of Moratorium crossing the judges awarded the race to Sir Nigel. Gamble being placed third.  
There was only one big dividend paid on the first day; that was on Bonnet's win in the Criterion Stakes, the amount being \$183.40.

## THE SECOND DAY.

Of the second day the same paper says:—Weather conditions were again perfect for racing. The course being hard and fast, and a south-westerly breeze, if not rendering assistance, offering no resistance to the times of the finishing quarter. It was a field of 12 for the Moratorium, which was credited with five victories and a second in the first eight races of the day. Mr. Stewart being the jockey on each occasion.

For the Derby, Bonnet was a very hot favourite, and more than justified the confidence of his supporters by winning with an astounding ease. It was not until the three-quarter mile post that he became prominent in the running. Then he took third place, and half a mile away from home it was evident that he had the race in hand. Ponce under a good effort at the Monument, taking fourth place, and came again after rounding the bend, but in the home straight there was only one pony in the race, so far as first place was concerned. Bonnet's triumph was complete. Ponce, who had been second in the morning, was beaten by a long way. The time—3 min. 07.1 sec.—was a 1-5 sec. better than the record, and might have been improved, but had Bonnet's been pressed in the last quarter.

3. The SHANGHAI Derby. Value, The 750. Second prize, The 200. Third prize, The 100. For China ponies, being bona-fide offspring of this meeting. Weight for inches as per scale. One mile and a half.

Mr. Henry Morris's bay Bonnet (Mr. Stewart) 153-1  
Mr. Robinson's grey Ponce (Mr. Buckill) 152-2  
Mr. Egan's grey Rosewood (Mr. Johnston) 153-3  
Mr. Shing's black Cosack (Mr. Brown) 151-4  
Mr. Elnor's grey Frodoe (Mr. Vida) 152-0  
Mr. G. H. Thompson's grey Roland (Mr. Molloy) 151-0  
Mr. Evelyn's grey Sir Victor (Mr. Heard) 148-0  
Mr. Evelyn's grey Sir Desek (Mr. Brennan) 145-0  
Messrs. Toer and Spelman's grey The Colonel (Mr. Robey) 161-0  
Cosack took the lead, but was at once headed by Bonnet, Sir Derek going second and Frodoe third. Posing the stand for the first time, Rosewood was leading by two lengths from Sir Derek, who was a smaller distance ahead of Cosack, with Frodoe fourth and Roland last. At the half, Rosewood was leading by three lengths from Sir Derek, who was four lengths ahead of Cosack, with Frodoe fourth and Sir Victor fifth. Taking the back straight, the field closed up, and at the three-quarter mile post Bonnet's lead was increased to five lengths. At the four-quarter mile post, Bonnet's lead was increased to six lengths. At the five-quarter mile post, Bonnet's lead was increased to seven lengths. At the six-quarter mile post, Bonnet's lead was increased to eight lengths. At the seven-quarter mile post, Bonnet's lead was increased to nine lengths. At the eight-quarter mile post, Bonnet's lead was increased to ten lengths. At the nine-quarter mile post, Bonnet's lead was increased to eleven lengths. At the ten-quarter mile post, Bonnet's lead was increased to twelve lengths. At the eleven-quarter mile post, Bonnet's lead was increased to thirteen lengths. At the twelve-quarter mile post, Bonnet's lead was increased to fourteen lengths. At the thirteen-quarter mile post, Bonnet's lead was increased to fifteen lengths. At the fourteen-quarter mile post, Bonnet's lead was increased to sixteen lengths. At the fifteen-quarter mile post, Bonnet's lead was increased to seventeen lengths. At the sixteen-quarter mile post, Bonnet's lead was increased to eighteen lengths. At the seventeen-quarter mile post, Bonnet's lead was increased to nineteen lengths. At the eighteen-quarter mile post, Bonnet's lead was increased to twenty lengths. At the nineteen-quarter mile post, Bonnet's lead was increased to twenty-one lengths. At the twenty-quarter mile post, Bonnet's lead was increased to twenty-two lengths. At the twenty-one-quarter mile post, Bonnet's lead was increased to twenty-three lengths. At the twenty-two-quarter mile post, Bonnet's lead was increased to twenty-four lengths. At the twenty-three-quarter mile post, Bonnet's lead was increased to twenty-five lengths. At the twenty-four-quarter mile post, Bonnet's lead was increased to twenty-six lengths. At the twenty-five-quarter mile post, Bonnet's lead was increased to twenty-seven lengths. At the twenty-six-quarter mile post, Bonnet's lead was increased to twenty-eight lengths. At the twenty-seven-quarter mile post, Bonnet's lead was increased to twenty-nine lengths. At the twenty-eight-quarter mile post, Bonnet's lead was increased to thirty lengths. At the twenty-nine-quarter mile post, Bonnet's lead was increased to thirty-one lengths. At the thirty-quarter mile post, Bonnet's lead was increased to thirty-two lengths. At the thirty-one-quarter mile post, Bonnet's lead was increased to thirty-three lengths. 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At the sixty-five-quarter mile post, Bonnet's lead was increased to sixty-seven lengths. At the sixty-six-quarter mile post, Bonnet's lead was increased to sixty-eight lengths. At the sixty-seven-quarter mile post, Bonnet's lead was increased to sixty-nine lengths. At the sixty-eight-quarter mile post, Bonnet's lead was increased to seventy lengths. At the sixty-nine-quarter mile post, Bonnet's lead was increased to seventy-one lengths. At the seventy-quarter mile post, Bonnet's lead was increased to seventy-two lengths. At the seventy-one-quarter mile post, Bonnet's lead was increased to seventy-three lengths. At the seventy-two-quarter mile post, Bonnet's lead was increased to seventy-four lengths. At the seventy-three-quarter mile post, Bonnet's lead was increased to seventy-five lengths. At the seventy-four-quarter mile post, Bonnet's lead was increased to seventy-six lengths. At the seventy-five-quarter mile post, Bonnet's lead was increased to seventy-seven lengths. At the seventy-six-quarter mile post, Bonnet's lead was increased to seventy-eight lengths. At the seventy-seven-quarter mile post, Bonnet's lead was increased to seventy-nine lengths. At the seventy-eight-quarter mile post, Bonnet's lead was increased to eighty lengths. At the seventy-nine-quarter mile post, Bonnet's lead was increased to eighty-one lengths. At the eighty-quarter mile post, Bonnet's lead was increased to eighty-two lengths. At the eighty-one-quarter mile post, Bonnet's lead was increased to eighty-three lengths. At the eighty-two-quarter mile post, Bonnet's lead was increased to eighty-four lengths. At the eighty-three-quarter mile post, Bonnet's lead was increased to eighty-five lengths. At the eighty-four-quarter mile post, Bonnet's lead was increased to eighty-six lengths. At the eighty-five-quarter mile post, Bonnet's lead was increased to eighty-seven lengths. At the eighty-six-quarter mile post, Bonnet's lead was increased to eighty-eight lengths. 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At the ninety-eight-quarter mile post, Bonnet's lead was increased to one hundred lengths.

Mr. Elnor's grey Frodoe (Mr. Vida) 152-0  
Mr. G. H. Thompson's grey Roland (Mr. Molloy) 151-0  
Mr. Evelyn's grey Sir Victor (Mr. Heard) 148-0  
Mr. Evelyn's grey Sir Desek (Mr. Brennan) 145-0  
Messrs. Toer and Spelman's grey The Colonel (Mr. Robey) 161-0  
Cosack took the lead, but was at once headed by Bonnet, Sir Derek going second and Frodoe third. Posing the stand for the first time, Rosewood was leading by two lengths from Sir Derek, who was a smaller distance ahead of Cosack, with Frodoe fourth and Roland last. At the half, Rosewood was leading by three lengths from Sir Derek, who was four lengths ahead of Cosack, with Frodoe fourth and Sir Victor fifth. Taking the back straight, the field closed up, and at the three-quarter mile post Bonnet's lead was increased to five lengths. At the four-quarter mile post, Bonnet's lead was increased to six lengths. At the five-quarter mile post, Bonnet's lead was increased to seven lengths. At the six-quarter mile post, Bonnet's lead was increased to eight lengths. At the seven-quarter mile post, Bonnet's lead was increased to nine lengths. At the eight-quarter mile post, Bonnet's lead was increased to ten lengths. At the nine-quarter mile post, Bonnet's lead was increased to eleven lengths. At the ten-quarter mile post, Bonnet's lead was increased to twelve lengths. At the eleven-quarter mile post, Bonnet's lead was increased to thirteen lengths. At the twelve-quarter mile post, Bonnet's lead was increased to fourteen lengths. At the thirteen-quarter mile post, Bonnet's lead was increased to fifteen lengths. At the fourteen-quarter mile post, Bonnet's lead was increased to sixteen lengths. At the fifteen-quarter mile post, Bonnet's lead was increased to seventeen lengths. At the sixteen-quarter mile post, Bonnet's lead was increased to eighteen lengths. At the seventeen-quarter mile post, Bonnet's lead was increased to nineteen lengths. At the eighteen-quarter mile post, Bonnet's lead was increased to twenty lengths. At the nineteen-quarter mile post, Bonnet's lead was increased to twenty-one lengths. At the twenty-quarter mile post, Bonnet's lead was increased to twenty-two lengths. At the twenty-one-quarter mile post, Bonnet's lead was increased to twenty-three lengths. At the twenty-two-quarter mile post, Bonnet's lead was increased to twenty-four lengths. At the twenty-three-quarter mile post, Bonnet's lead was increased to twenty-five lengths. At the twenty-four-quarter mile post, Bonnet's lead was increased to twenty-six lengths. At the twenty-five-quarter mile post, Bonnet's lead was increased to twenty-seven lengths. At the twenty-six-quarter mile post, Bonnet's lead was increased to twenty-eight lengths. At the twenty-seven-quarter mile post, Bonnet's lead was increased to twenty-nine lengths. At the twenty-eight-quarter mile post, Bonnet's lead was increased to thirty lengths. At the twenty-nine-quarter mile post, Bonnet's lead was increased to thirty-one lengths. At the thirty-quarter mile post, Bonnet's lead was increased to thirty-two lengths. At the thirty-one-quarter mile post, Bonnet's lead was increased to thirty-three lengths. At the thirty-two-quarter mile post, Bonnet's lead was increased to thirty-four lengths. At the thirty-three-quarter mile post, Bonnet's lead was increased to thirty-five lengths. At the thirty-four-quarter mile post, Bonnet's lead was increased to thirty-six lengths. At the thirty-five-quarter mile post, Bonnet's lead was increased to thirty-seven lengths. At the thirty-six-quarter mile post, Bonnet's lead was increased to thirty-eight lengths. At the thirty-seven-quarter mile post, Bonnet's lead was increased to thirty-nine lengths. At the thirty-eight-quarter mile post, Bonnet's lead was increased to forty lengths. At the thirty-nine-quarter mile post, Bonnet's lead was increased to forty-one lengths. At the forty-quarter mile post, Bonnet's lead was increased to forty-two lengths. At the forty-one-quarter mile post, Bonnet's lead was increased to forty-three lengths. At the forty-two-quarter mile post, Bonnet's lead was increased to forty-four lengths. At the forty-three-quarter mile post, Bonnet's lead was increased to forty-five lengths. At the forty-four-quarter mile post, Bonnet's lead was increased to forty-six lengths. At the forty-five-quarter mile post, Bonnet's lead was increased to forty-seven lengths. At the forty-six-quarter mile post, Bonnet's lead was increased to forty-eight lengths. At the forty-seven-quarter mile post, Bonnet's lead was increased to forty-nine lengths. At the forty-eight-quarter mile post, Bonnet's lead was increased to fifty lengths. At the forty-nine-quarter mile post, Bonnet's lead was increased to fifty-one lengths. At the fifty-quarter mile post, Bonnet's lead was increased to fifty-two lengths. At the fifty-one-quarter mile post, Bonnet's lead was increased to fifty-three lengths. At the fifty-two-quarter mile post, Bonnet's lead was increased to fifty-four lengths. At the fifty-three-quarter mile post, Bonnet's lead was increased to fifty-five lengths. At the fifty-four-quarter mile post, Bonnet's lead was increased to fifty-six lengths. At the fifty-five-quarter mile post, Bonnet's lead was increased to fifty-seven lengths. At the fifty-six-quarter mile post, Bonnet's lead was increased to fifty-eight lengths. At the fifty-seven-quarter mile post, Bonnet's lead was increased to fifty-nine lengths. At the fifty-eight-quarter mile post, Bonnet's lead was increased to sixty lengths. At the fifty-nine-quarter mile post, Bonnet's lead was increased to sixty-one lengths. At the sixty-quarter mile post, Bonnet's lead was increased to sixty-two lengths. At the sixty-one-quarter mile post, Bonnet's lead was increased to sixty-three lengths. At the sixty-two-quarter mile post, Bonnet's lead was increased to sixty-four lengths. At the sixty-three-quarter mile post, Bonnet's lead was increased to sixty-five lengths. At the sixty-four-quarter mile post, Bonnet's lead was increased to sixty-six lengths. At the sixty-five-quarter mile post, Bonnet's lead was increased to sixty-seven lengths. At the sixty-six-quarter mile post, Bonnet's lead was increased to sixty-eight lengths. At the sixty-seven-quarter mile post, Bonnet's lead was increased to sixty-nine lengths. At the sixty-eight-quarter mile post, Bonnet's lead was increased to seventy lengths. At the sixty-nine-quarter mile post, Bonnet's lead was increased to seventy-one lengths. At the seventy-quarter mile post, Bonnet's lead was increased to seventy-two lengths. At the seventy-one-quarter mile post, Bonnet's lead was increased to seventy-three lengths. At the seventy-two-quarter mile post, Bonnet's lead was increased to seventy-four lengths. At the seventy-three-quarter mile post, Bonnet's lead was increased to seventy-five lengths. At the seventy-four-quarter mile post, Bonnet's lead was increased to seventy-six lengths. At the seventy-five-quarter mile post, Bonnet's lead was increased to seventy-seven lengths. At the seventy-six-quarter mile post, Bonnet's lead was increased to seventy-eight lengths. At the seventy-seven-quarter mile post, Bonnet's lead was increased to seventy-nine lengths. At the seventy-eight-quarter mile post, Bonnet's lead was increased to eighty lengths. At the seventy-nine-quarter mile post, Bonnet's lead was increased to eighty-one lengths. At the eighty-quarter mile post, Bonnet's lead was increased to eighty-two lengths. At the eighty-one-quarter mile post, Bonnet's lead was increased to eighty-three lengths. At the eighty-two-quarter mile post, Bonnet's lead was increased to eighty-four lengths. At the eighty-three-quarter mile post, Bonnet's lead was increased to eighty-five lengths. At the eighty-four-quarter mile post, Bonnet's lead was increased to eighty-six lengths. At the eighty-five-quarter mile post, Bonnet's lead was increased to eighty-seven lengths. At the eighty-six-quarter mile post, Bonnet's lead was increased to eighty-eight lengths. At the eighty-seven-quarter mile post, Bonnet's lead was increased to eighty-nine lengths. At the eighty-eight-quarter mile post, Bonnet's lead was increased to ninety lengths. At the eighty-nine-quarter mile post, Bonnet's lead was increased to ninety-one lengths. At the ninety-quarter mile post, Bonnet's lead was increased to ninety-two lengths. At the ninety-one-quarter mile post, Bonnet's lead was increased to ninety-three lengths. At the ninety-two-quarter mile post, Bonnet's lead was increased to ninety-four lengths. At the ninety-three-quarter mile post, Bonnet's lead was increased to ninety-five lengths. At the ninety-four-quarter mile post, Bonnet's lead was increased to ninety-six lengths. At the ninety-five-quarter mile post, Bonnet's lead was increased to ninety-seven lengths. At the ninety-six-quarter mile post, Bonnet's lead was increased to ninety-eight lengths. At the ninety-seven-quarter mile post, Bonnet's lead was increased to ninety-nine lengths. At the ninety-eight-quarter mile post, Bonnet's lead was increased to one hundred lengths.

A GOOD RULE FOR THE HOME.  
MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and is not harmful in any way. It is for sale by all Chemists and Druggists.

## CHINA AND JAPAN.

## THE "FINAL NOTE" ACCEPTED.

London, May 9, 3.35 p.m.  
The Japanese Embassy informs Reuter's Agency that China has accepted Japan's final Note.

## DEATH OF A BALACLAVA VETERAN.

London, May 7.  
The death is announced of General W. H. B. De Horsey, a Balaklava veteran, who was born in 1826 and retired from the service in 1883.

## GREAT BRITAIN'S TRADE.

London, May 7.  
During the month of April the imports of the United Kingdom show an increase of twelve millions sterling, and the exports a decrease of seven and a half millions.

In the imports there was an increase in food, drink and tobacco of £7,384,890; and in raw cotton of £2,025,125. There was a decrease in wool of £783,391.  
Among the reports there was a decrease in cotton manufactures amounting to £2,706,173 and an increase in wool representing £510,100. It is understood that the liquor taxes have been dropped.

## NEW MOTOR BOATS.

Messrs. Shawan Tones and Co. have sent to Canton for service there the Motor Boat "Kichang," 20 ft. long, 16 ft. beam, extreme draft and equipped with an 18 Horse Power Daimler Motor. The boat on trial in Kowloon Bay, with eight persons on board, and in a choppy sea, attained a mean speed of eight knots at 860 revolutions per minute. The boat is built by W. S. Bailey and Co. Ltd. the Motor being supplied by the Owners.  
W. S. Bailey and Co. have also in hand an auxiliary Motor Boat to the order of Captain F. Young, the well known pilot for his own use in the pilot service of the port. The vessel is 30 ft. long, 6 ft. 9 in. beam and, in addition to mast and sail, is fitted with a 28 Horse Power Kelvin Motor. The arrangements of the lower works especially designed by the owner for reliable and efficient dispatch of the duties of a pilot boat.

## SPORTING.

## Tennis League.

The Club de Recreo played the Y. M. C. A. on the latter's ground last Saturday and won by 33 games. The score was Club de Recreo 66 games—Y. M. C. A. 33 games.

## SIX SOLDIER SONS ON ACTIVE SERVICE.

A Home paper to hand gives reproductions of the photographs of the six soldier sons of Mr. and Mrs. J. Robbins of 69 Tanning Street, Lowestoft, all of whom are at present serving on the front. One of the six, Gunner Henry George Robbins, R.G.A., is stationed in Hongkong.

## UNDELIVERED BRAID.

## Italian Firm Sued.

Dislocation of trade owing to the war was pleaded as a defence in an action instituted in the Summary Court this morning by the On Hing firm, Wellington Street, against G. Martini, King's Buildings. The claim was for damages of \$1,000 for non-delivery of twelve cases of braid sold to plaintiffs by defendants under a contract dated May 21, 1914.  
Mr. R. O. Faithfull represented plaintiff, and Mr. Dixon of Messrs Wilkinson and Gist, defended.  
Barto Fettes, manager of the defendant firm, admitted the contract but pleaded that owing to the war it was very hard to obtain delivery of braid. The difficulty was due to the slow arrival of wool from Australia, the high price and dearth of dye, and the death of foyage. When the On Hing firm pressed for delivery, these difficulties were explained to them.  
Cross-examined, defendant said the firm had received no braid of this particular kind ordered since December last year.  
Mr. Faithfull told the Judge that his contention is that the defendant received the braid and in order to take advantage of a rise in price, sold it to other customers. The price had doubled since the contract was made.  
The hearing was adjourned till Wednesday next week to enable the defendant to secure the advantage of an opposing witness.

## ALWAYS RECOMMEND IT.

IN almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity of recommending it and their recommendations are the most powerful of all. It is for sale by all Chemists and Druggists.

## BY TELEGRAPH.

## HOME RACING.

## RESULT OF THE "JUBILEE."

London, May 9.  
The result of the Kempton Park Great "Jubilee" Handicap (run May 8, 2300m, second 2200 third 2100. Jubilee course, one mile and a quarter) was as follows:  
Ld. D'Abernon's Diadumenes (4yrs, 7st, 12lb.) 1  
Ld. Rosebery's Wreck (4yrs, 5st, 12lb.) 2  
Mr. L. Leumann's Lancelot (4yrs, 7st, 5lb.) 3  
The betting was 100 to 50 against Diadumenes, 10 to 1 against Wreck and 8 to 1 against Lancelot.  
Fifteen ran. Won by a head. A short head between second and third.  
[Diadumenes, a chestnut horse by Orby, out of Donnetta, won the Liverpool Autumn Cup last year when he also beat Wreck by a head.—Ed.]

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## ACCIDENT TO GENERAL POLE-CAREW.

London, May 9, 8 p.m.  
General Sir R. Pole-Carew has sustained a riding accident, which rendered him unconscious.  
[General Pole-Carew is in his 67th year.—Ed.]

## CUSTOMS REVENUE.

## PEKING, May 9.

The Customs revenue for April amounts to three and a quarter million taels.

## REBELS PARDONED.

Two Fook-Leung Ki and eight other rebels have been pardoned.

## HONGKONG VOLUNTEER CORPS.

## Corps Orders by Lieut.-Col. A. Chapman, V.D.

## JOINED.

Private F. Pereira joined the Corps on 10.5.15, and was posted to Signalling Section.

Pte. A. F. McIntosh from H.K.V.R. to Engineer Co. dated 10.5.15.

Pte. F. W. D. away from H.K.V.R. to Engineer Co. dated 10.5.15.

Pte. C. B. Murphy from H.K.V.R. to Engineer Co. dated 10.5.15.

H. E. the Governor has been pleased to approve of Lieut. A. M. Preston, 4th Battalion Chinese Regiment, being attached to the H.K.V.C. (Scouts Company), dated 3.5.15.

PARADES.  
Parades for Tuesday, 11th instant.

6.10 p.m. Centre Section M. G. Co. Company drill at Kowloon Dykes. Launch leave Station at 4.30 p.m.

4.30 p.m. No. 1 Section Artillery Battery, Left Section, M. G. Co. and Civil Service Co. at King's Hill and Muckety Exercise at Headquarters. No. 2 Section Artillery Battery, Semaphore Signalling at Headquarters.

Trained "Scouts" (Leisure, Recruits, Squad Drill) at Headquarters. Scouts Company Rifle Exercises and Bayonet fighting at Headquarters.

## HONGKONG VOLUNTEER RESERVE.

## Orders by Major Makeman, O.C.H.K.V.R.

Hongkong, 10th May, 1915.

PARADES.  
Sections 3 and 4 of Coy. and the whole of Coy. will parade outside the Courts of Justice at 8.15 p.m. on Tuesday May 11th. Dress drill order.

The whole of A Coy. and Sections 1, 2 and 4 of O Coy. will parade outside the Courts of Justice at 8.15 p.m. on Thursday May 13th. (Dress Drill) dress drill order.

T. Coy. will parade under Sgt. Major Cook at Volunteer Headquarters at 8.15 on Wednesday, May 12th. Dress drill order.

Recruits will parade under Sgt. Major Bond on the Cricket ground at 8.15 p.m. on May 12th, 13th and 17th. Dress drill order.

Signallers will parade at 8.15 p.m. on day in Murray Battery and 8.15 p.m. on Thursday May 13th on the Cricket ground. Dress drill order.

Sgt. W. Budge transferred to D Coy.











